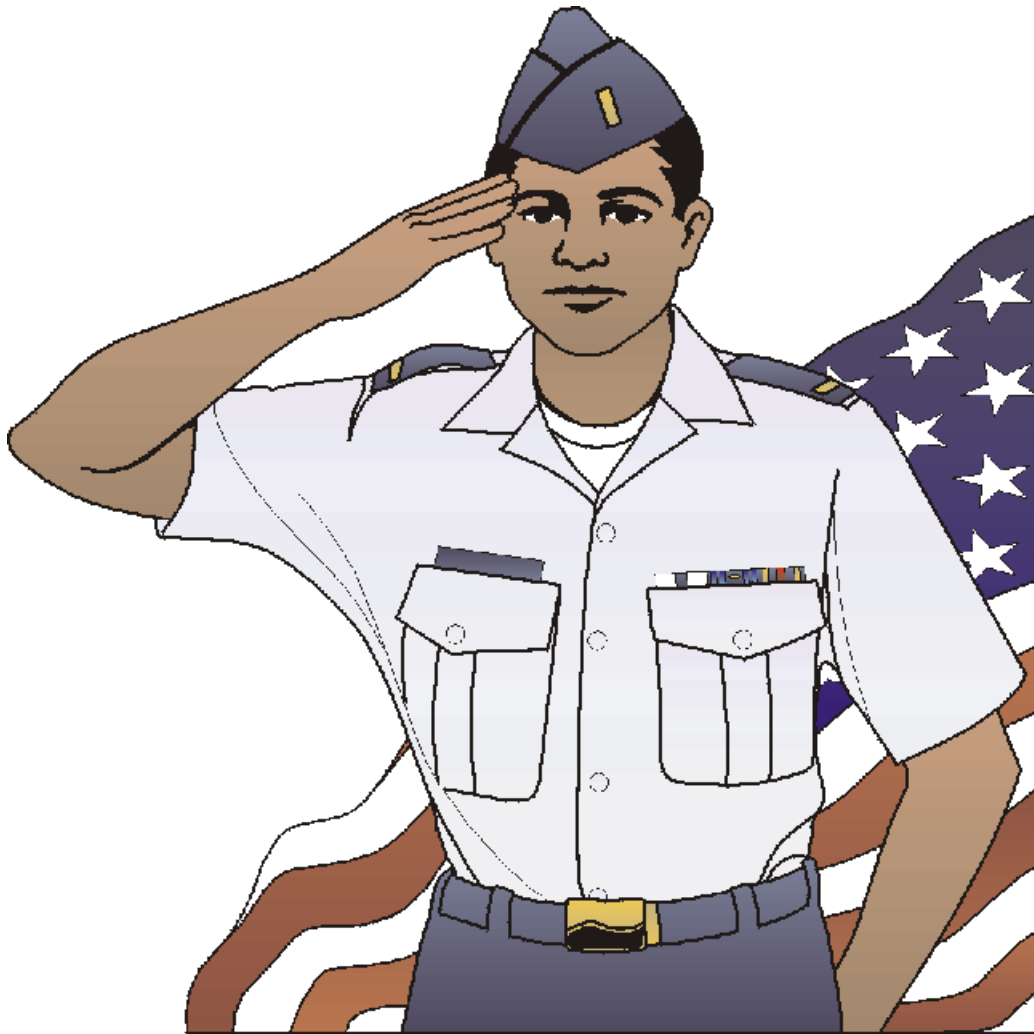


Achievement One Training Weekend



Student Guide

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THE ACHIEVEMENT ONE TRAINING WEEKEND

The final and real key to the success of Achievement One is the training weekend. This weekend activity reinforces all the CAP classes and principles taught during the previous weeks and culminates into a unit activity. Additionally, it acts as an excellent preparation for encampment.

Anyone can play the temporary role of the new cadet for the regular two-hour weekly meetings; however, the forty or so hours of the training weekend is a bigger challenge. You, the cadet, will have to live in basic military lifestyle and the transition will be very positive. Not only will you truly emulate the ideals found in attitude and discipline, but you will also begin to routinely respond to customs and courtesies as you would to polite manners.

Your success in the CAP Cadet Program depends upon a good foundation built by requiring you to meet the criteria of your current achievement before you move onto the next achievement. You will start on Friday with preparing your area for inspection and follow up with an inspection of the area and you. You will have a time limit to correct the discrepancies and be reinspected. Classes in attention to detail and shoe shining will be provided. Work on your footgear prior to lights out.

Saturday should begin with an early start (0500 hours) and the CPFT. If you have any failures you can make it up on Sunday morning. After breakfast you will begin to make-up all quiz failures. A different staff member will be responsible for each quiz in a round-robin training environment. This will allow you to go to those stations where you have failed. Also, stations will be available where you can practice drill and ceremony skills. The goal is to show improvement during reinspection and have drill periods to break up the constant short classes and quizzes. All quizzes should be passed by the completion of the day. The evening will be more relaxed and geared toward building morale and getting you psyched up for the Curry test.

Sunday, Reveille will be at 0600. During the morning there will be a class conducted by the Chaplain, at his convenience. A review for the Curry test should take approximately an hour or so to answer your questions and cover all parts of Achievement One. You will be provided with the scores as you work through each portion of the Curry test.

This event includes moral leadership, a squadron activity, CPFT, and the leadership test, which will meet all criteria for promotion. Also, it gets you into Achievement Two while being motivated and excited. You will have a greater understanding of CAP than those who simply take the Curry test alone. The weekend's schedule follows.

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SAMPLE TRAINING WEEKEND SCHEDULE

Friday

1900	Meet at unit
1930-2000	Safety briefing and instructions on how the area will be arranged
2100-2115	Uniform and area inspection - correct as necessary
2145-2200	Reinspection
2200-2230	Personal hygiene (bathe, brush teeth, etc.)
2230-0500	Lights out - CQ begins

Saturday

0500-0510	Reveille
0510-0530	Police area and prepare for CPFT
0530-0630	Stretch, mile run, situps, sit and reach, recovery and clean up.
0630-0730	Breakfast
0800-1200	CAP1S1COM1 & 2 (includes practice with handheld radios)
1200-1300	Lunch
1300-1500	CAP1S1ES1
1500-1600	Drill practice
1600-1700	Inspection and correction
1700-1800	Dinner
1800-2100	Round-robin training: Customs and Courtesies Attitude and Discipline Drill and Ceremony Grades, Motto, Cadet Oath, Core Values Report to an Officer
2100-2130	Personal hygiene (bathe, brush teeth, etc.)

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2130-0600 Lights out - CQ begins

Sunday

0600-0700 Reveille and clean up (personal hygiene)

0700-0800 Breakfast

0800-0930 Curry test review

0900-1000 Take Curry test

1000-1100 Police area and get personal items together, etc.

1100-1200 Moral Leadership

1200-1300 Lunch

1300-1400 Closing exercise (present certificates, comment on outstanding individuals, etc.)

HISTORY HIGHLIGHTS

The Civil Air Patrol is the product of world tension prior to World War II. Realizing a need to prepare for potential war, the idea of CAP began. Mr. Gill Robb Wilson was the first to make a concentrated effort to establish a Civil Air "Patrol." He initially formed the New Jersey Air Defense Services. The two objectives of the program were instructor refresher courses and other civil pilot training.

On 1 December 1941, the Civil Air Patrol was formed. On 8 December 1941, the day after Pearl Harbor, the CAP had its first commander. MG John F. Curry became the first commander and Gill Robb Wilson was the first executive officer.

The increased sinking of American ships by German subs gave the CAP a chance to do coastal patrols and submarine watch. On 5 March 1942, the CAP was granted an experimental patrolling plan for 90 days. The members established three bases and one required cutting down trees to build a runway and the members had to pay for the trees out of their own pocket. Initially, the CAP was used for reconnaissance. However, after spotting a sub that had become stuck on a sandbar trying to get away before bombers could come and destroy it, the carrying of bombs became the norm. Patrols went out to sea as far as 150 miles. The first CAP "kill" went to Captain Johnnie Haggins and Major Wynant Farr. The experiment lasted 18 months with 173 subs spotted, 2 sunk, 83 bombs dropped, and 57 depth charges released. The three bases became 21 and there were 86,685 missions with a total of 244,600 hours flown! Twenty-six pilots and observers were killed and seven seriously injured. Also, 90 aircraft were lost. The result was a grateful nation that presented air medals and exceptional civilian service awards.

After the coastal patrol ended there were still many other missions to be accomplished that took over 500,000 flying hours and 30 more lives. Search and rescue for down military and civilian pilots and planes accounted for 24,000 hours, plus unknown are the thousands of missions that were not reimbursable. The CAP great success was pilots that were familiar with their own areas, slower aircraft, and standing ready ground teams. The teams showed great ingenuity with teams on horses, foot, vehicles, and a planned parachute team that was never used. The CAP moved over 3.5 million pounds of mail and cargo for the air forces. There was a border patrol along the Texas and Arizona border that was responsible for the apprehension of enemy agents and an enemy radio station. Pulling aerial targets, running search light patrols and wolf depopulation patrols kept the CAP busy and relieved the military of many tasks that allowed them to concentrate on the war.

On 1 July 1946, Public Law 476 incorporated the Civil Air Patrol. The result was a program with ten missions. They were: (1) Inform the general public about aviation and its impacts, (2) Provide seniors and cadets with ground and preflight education and training, (3) Provide air service under emergency conditions, (4) Establish a radio network covering all parts of the United States for both training and emergency use, (5) Encourage the establishment of flying clubs for its membership, (6) Provide selected cadets a two week encampment at air bases,

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(7) Provide selected cadets flight scholarships, (8) Encourage model airplane building and flying, (9) Assist veterans to find employment and (10) Contribute services to special projects such as airport development, the survey and marking of emergency airstrips and the survey of dangerous flying areas.

On 26 May 1948, Public Law 557 made the CAP the official auxiliary of the United States Air Force. The headquarters changed in 1959 to the Continental Air Command and in 1968, the CAP fell under HQ USAF. In 1976, CAP came under the command of the Air University at Maxwell AFB, Alabama. Today, Civil Air Patrol is still located at Maxwell AFB, Alabama, and is part of the Air Education and Training Command at Randolph AFB, Texas. The missions of today's Civil Air Patrol are: The Cadet Program, Emergency Services, and Aerospace Education.

CIVIL AIR PATROL ORGANIZATION

EIGHT REGIONS

Northeast
Middle East
Great Lakes
Southeast
North Central
Southwest
Rocky Mountain
Pacific

FIFTY-TWO WINGS

The 50 states
District of Columbia
Puerto Rico

COMMAND STRUCTURE

National Headquarters
Region Headquarters
Wing Headquarters
Group Headquarters
Squadrons
Flights

LIAISON OFFICERS

Active duty Air Force	National Region
Retired Air Force – Corporate employees	Wing

FIVE TYPES OF SQUADRONS

Cadet
Composite
Senior
MSI
ROTC

MEMBERSHIP CLASSIFICATIONS

SENIOR MEMBERSHIP

Active members
Retired members (12 years of service)
Life members

AEROSPACE MEMBERS

In education field
No uniform
Promote aerospace education

BUSINESS MEMBERS

Corporation
Partnership
Formal organization
Joins as a group to support

CADET SPONSOR MEMBERS

Must be a parent, grandparent or legal guardian of an active CAP cadet
Assigned to same unit as cadet child, grandchild, or ward.
Special annotated membership card

CAP CADETS

Enrolled in 6th grade or 12 years old
Less than 18 years old
US citizen
Good moral character
In school or graduated
Single
Not active military

CADET MEMBER TERMINATION

Failure to make progress in the cadet program
Lack of interest demonstrated by missing 3 consecutive meetings
Misconduct

AUTOMATIC LOSS OF MEMBERSHIP

Reach age of 21
Joins active armed forces
Fails to maintain satisfactory academic school record
Marries
Becomes pregnant

CIVIL AIR PATROL POSITIONS AND FUNCTIONS

ADMINISTRATION

Information Management
Aerospace Education
Cadet Program
Chaplain (Moral Leadership)
Civil Preparedness
Communications
Emergency Services
Finance
Inspections
Leadership Training
Legal Matters
Maintenance
Medical Matters
Mission Training
Operations
Personnel
Public Affairs
Safety
Senior Program
Supply
Testing
Transportation

Generally, a senior member will have one or more of these staff assignments. Cadets often perform many of the same jobs as members of the cadet staff.

CAP EMERGENCY SERVICES

Primary mission is to save lives and relieve human suffering
Search and rescue missions come from Air Force Rescue Coordination Center at Langley AFB, Virginia

PRIMARY FUNCTIONS

Mission Coordination
Administration
Communications
Air Operations
Ground Operations

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DISASTER RELIEF OPERATIONS

US Army has overall responsibility
Air Force coordinates with the Army
CAP works with Red Cross, Salvation Army, and
Federal Emergency Management Agency
(FEMA)

DISASTER RELIEF MISSIONS AUTHORIZED

Courier and light cargo transport
Manual labor for debris removal
Air and ground transport for cargo and non-CAP
key personnel
Mercy missions-blood, organ and patient
transport

OTHER FLIGHT MISSIONS

Airborne control of surface vehicular traffic
Communications relay
Military low level training route safety surveys
Courier service and light cargo transport
Airborne visual and photographic damage
assessment
Radar installation flight tests and controller
training

CAP AIRCRAFT

Corporate owned
Member owned

AIRCREW AND FLIGHT TRAINING

Command pilot
Senior pilot
Pilot
Master observer
Senior observer
Observer
Glider pilot

CAP COMMUNICATIONS NETWORK

Aids in the advancement and improvement of the
art and science of radio communication
Further aerospace education in communications
Coordinates with government agencies for
planning and establishing procedures to meet
local and national emergencies
Covers all 52 wings

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Communications types:

AM (26.620mHz)
FM (uses repeater)
HF (long distance)
Must be CAP qualified

AEROSPACE EDUCATION

Various conferences
Achievements 2-8

CADET PROGRAM

5 phases

Motivation
Learning phase
Leadership phase
Command phase
Executive phase

Self study for promotion/qualification

Achievement requirements

Aerospace Education
Leadership Training
Moral Leadership
Fitness
Squadron Activities

Milestones

Mitchell Award (C/2d Lt)
Earhart Award (C/Capt)
Eaker Award (C/Lt Col)

****CIVIL AIR PATROL CORE VALUES****

- Integrity**
- Volunteerism**
- Excellence**
- Respect**
- Trust**
- Dependability**
- Fun**

We embrace these values and embody them thorough strength of leadership, undisputed professionalism, and our love of aviation.

****CIVIL AIR PATROL CADET OATH****

I pledge that I will serve faithfully in the Civil Air Patrol Cadet program, and that I will attend meetings regularly, participate in unit activities, obey my officers, wear my uniform properly, and advance my education and training rapidly to prepare myself to be of service to my community, state and nation.

****CIVIL AIR PATROL HONOR CODE****

I shall not lie, cheat or steal, nor tolerate those who do.

****CIVIL AIR PATROL MOTTO****

Semper Vigilans - Always Vigilant

****THE THREE MISSIONS OF CIVIL AIR PATROL****

1. **Emergency Services** - To provide humanitarian assistance in peacetime and domestic disasters, as well as civil defense and military services in a national emergency.
2. **Aerospace Education** - To educate the general public in the fields of aerospace history, power, and technology.
3. **The Cadet Program** - To develop and motivate the youth of the country to leadership and responsibility in the community, state, and nation, through an interest in aviation.

****CAP VISION****

Civil Air Patrol, America's Air Force Auxiliary, building the nation's finest force of citizen volunteers - performing Missions for America.

****CAP MISSION**
(Current)**

To serve America by developing our nations' youth; accomplishing local, state, and national missions; and educating our citizens to ensure air and space supremacy.

****CAP MISSION**
(Proposed)**

To serve America by developing our nation's youth; performing local, state, and national emergency and humanitarian missions; and educating our citizens on the impact of aviation and space.

****CAP MISSION**
(Amplified)**

To serve America by developing our nation's youth; performing local, state, and national emergency and humanitarian missions; and educating our citizens on the impact of aviation and space.

- Ensure the availability of a nationwide pool of volunteers providing communications and transportation resources and services to meet emergency, disaster relief and other critical needs.
- Foster youth growth and development in the qualities and skills required to lead.
- Develop understanding and insight into the pursuit of aviation, space knowledge, and careers.
- Provide practical, hands-on experience encompassing all aspects of life.

BASIC CUSTOMS AND COURTESIES

A courtesy is an action showing politeness, respect and personal recognition for others. Courtesies are signs that demonstrate an individual recognizes a person of higher grade or position. Military courtesy is necessary for juniors and seniors. Courtesy paid to a senior is a way of showing respect to a commander or leader, in recognition of the position's authority and responsibility. Courtesy shown to subordinates acknowledges the part they play as an essential member of the team.

To have meaning, these courtesies must have feeling and be automatic. The manner which they are displayed express feelings of pride, confidence and respect. Observing courtesy is a sign of self-discipline. Enforced discipline and training are ways to learn common acts of military courtesy. The most effective method to correct mistakes is the "on the spot" correction.

One of the most common courtesies is the salute. The salute is a means of expressing greeting and showing goodwill and respect. It is a position of the hand and the entire attitude of the individual rendering respect toward his superior officer, flag, or country. You will use the salute when reporting to an officer or rendering courtesies to a superior. The following are rules of saluting.

- a. When meeting an officer of superior rank outside - salute at recognition.
- b. Salute all officers in official vehicles (recognized by rank plates or flags).
- c. In formation, salute only on command.
- d. If in a group and an officer approaches, the first cadet to recognize the officer calls the group to attention and all personnel salute. If the senior cadet sees the officer then he will call the group to attention and salute for the group.
- e. If double-timing (running) as an individual and you approach an officer, assume quick time (walking) and render the salute six paces from the officer. When the salute is returned, execute order arms and resume double-timing.
- f. Salutes are rendered while marching at quick time or at the halt, never while at double time.
- g. The salute is always initiated by the subordinate and terminated only after acknowledgment by the superior. The one exception is when the superior does not see or is unable return the salute. You would then hold the salute for six paces past the officer.
- h. Accompany the salute with an appropriate greeting such as "Good morning/afternoon, Sir."

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i. Salutes are not required to be rendered or returned by personnel who are driving or riding in privately owned vehicles.

j. Cadet airmen do not exchange salutes nor are senior members with no rank saluted.

k. Never salute with noticeable objects in your mouth or right hand.

l. If you are on a detail and an officer approaches, salute if you are in charge of the detail. Otherwise, continue to work. If you are spoken to, then come to the position of attention.

m. Salute the Colors when they are within six paces. Hold the salute until they have passed six paces. When walking, turn your head in the direction of the Colors and salute within six paces. Terminate the salute six paces past the Colors.

n. When Reveille, Retreat, the National Anthem or "To the Colors" are played and you are not in formation, assume the position of attention on the first note of the music.

(1) Salute the flag, if you are able to see it.

(2) Face the sound of the music and salute if you are unable to see the flag.

(3) If in a vehicle, halt; exit the vehicle and render the salute.

(4) If in civilian clothing, stand at attention and place your hand over your heart.

(5) When in formation, salute only on command.

o. When indoors you do not salute the flag, but stand at attention.

p. The Pledge of Allegiance receives the same respect as the National Anthem. However, when in uniform you stand at attention and you do not recite the pledge.

Additional courtesies that are common:

a. When talking to an officer, stand at the position of attention unless given "At Ease". When you are dismissed or when the officer departs, come to attention and salute.

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- b. When an officer enters the room, the first cadet that sees him should call the room to attention. No one salutes indoors except when reporting to an officer.
- c. When accompanying an officer the junior walks to the left. The right side is the position of honor and allows him to salute.
- d. When entering or exiting a vehicle the junior is first in and the senior is the first to exit.
- e. When an officer or NCO enters a crowded hallway or similar area where cadets are present or standing around, the first cadet to see him will state "make way" so those present will move to the sides of the hall and allow passage. That means you should come to the position of attention whenever and wherever practical.

ATTITUDE AND DISCIPLINE

Attitude is the "state of mind," which lies behind everything a person does. Attitude, either good or bad, will be reflected in personal appearance. It will appear in your bearing, uniform, tone of voice and facial expressions. If you have a negative attitude, your effectiveness in working with other people will decrease and risk the success of the mission.

Attitudes have certain things in common; they are contagious; attitudes cannot be escaped, and the results of a given attitude can be observed. To develop a positive attitude, you must understand why things are done and why you may need to subordinate yourself for the good of the unit. You must shift your attitude from "I did it because I have to" to "I do it for the good of CAP."

The attitude of leaders is key, as subordinates tend to follow their example. The sum of the attitudes of all members in the group will determine the effectiveness of the group.

Discipline is defined as a state of order, characterized by habitual, but reasoned obedience to orders - reasoned because the individual understands. The military objective of discipline is "to accomplish the mission with maximum efficiency."

There are two types of discipline - self and group discipline. Self-discipline comes from within the person, out of moral or practical convictions. Group discipline governs the effectiveness of the unit. "Military discipline is that mental attitude and state of training which renders obedience instinctively under all conditions. It is founded upon respect for and loyalty to properly constituted authority."

Self-discipline is not a goal in itself. It is a tool used to achieve the real objective, which is group discipline. Combine discipline and positive attitude and you will have success. Remember, if you have ever noticed any effective leaders, they have two things in common; they had a good attitude and they were disciplined.

REPORTING TO AN OFFICER

This class is conducted informally, going over the steps listed below. Recommend that you have every cadet in the class report to you after going through the process, pointing out the different errors and the things they do well. This also tends to bring the flight together as they all have to do the same thing.

1. CHECK YOUR UNIFORM.
2. KNOCK ONCE ON THE DOOR FIRMLY.
3. ENTER WHEN TOLD - CLOSE DOOR IF NECESSARY.
4. HALT TWO PACES FROM THE OFFICER AND COME TO THE POSITION OF ATTENTION.
5. SALUTE - SIR/MA'AM, (YOUR CAP GRADE AND NAME) REPORTING AS ORDERED (RANK) (NAME). OMIT *AS ORDERED* IF REPORTING ON YOUR OWN INITIATIVE.
6. HOLD SALUTE UNTIL COMPLETION OF REPORT AND SALUTE IS RETURNED BY OFFICER.
7. REMAIN AT ATTENTION UNTIL TOLD OTHERWISE.
8. HOLD CONVERSATION.
9. YOU WILL THEN BE DISMISSED BY THE OFFICER.
10. ASSUME THE POSITION OF ATTENTION AND SALUTE.
11. AFTER THE SALUTE IS RETURNED EXECUTE THE APPROPRIATE FACING MOVEMENT AND DEPART IN A MILITARY MANNER.

BASIC DRILL AND CEREMONIES

Drill and ceremonies in CAP provides an opportunity for members to work as a team. While drilling, the individual learns to appreciate the need for discipline, respond to authority promptly and precisely, and to recognize the effect of individual actions on the group as a whole. Learning to follow is the beginning of leadership. Participating as a team on the drill field, you will experience higher morale, esprit de corps, and enthusiastic teamwork.

There are two parts to a drill command: the preparatory command and the command of execution. The preparatory command is informational. It indicates what movement to execute. The command of execution tells you when to do it. An example would be; "To the Rear, MARCH." The preparatory command is "To the Rear" and the command of execution is "MARCH."

You will need to know and understand the following terms:

ALIGNMENT	Dress or Cover.
DRESS	Alignment of an element side by side or in line maintaining proper interval.
COVER	Each cadet aligning directly behind the cadet to his front while maintaining proper distance.
CADENCE	The uniform step and rhythm in marching - the number of steps marched per minute.
ELEMENT	The basic formation comprised of at least three, but usually eight cadets, one of whom is designated the element leader.
DISTANCE	The prescribed space from front to rear between elements. The distance is 40 inches.
FILE	A single column of cadets one behind the other.
RANK	A single line of cadets placed side by side.
INTERVAL	Space between cadets placed side by side. Normal interval is arm's length. Close interval is 4 inches.
PACE	A step is 24 inches. This is one full step in quick time.
DOUBLE TIME	Marching at 180 steps per minute (30 inches per step).

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MARK TIME	Marching in place at 120 steps per minute.
QUICK TIME	Marching at 120 steps per minute.
REST POSITIONS	Parade Rest. At Ease. Rest. Fall Out.
ATTENTION	At the position of attention, you will: Stand erect with legs straight, but not stiff or knees locked. Hold your head up and chin in. Fix your eyes on a point straight to the front. Rotate your shoulders back. Hold your arms straight, with your thumbs along the seams of trousers. Keep your arms next to your body. Press your hands and wrists lightly against your legs. Cup your hands naturally like you were holding a roll of pennies. Hold your abdomen in and your chest out. Stand with your heels together and your feet forming a 45 degree angle.

UNIFORM CHECK LIST

CADET MALE SERVICE UNIFORM (USAF Blue Service Dress Uniform)

TROUSERS	Dark blue.
SHIRT	Light blue, short sleeve w/epaulets. Worn with white V-neck T-shirt.
INSIGNIA	Collar: Metal CAP cut-outs worn on both sides. Center insignia between top and bottom edges, 1 inch from the front edge of the collar, parallel to the top edge of the collar. BLUE CAP ID/Name Plate: Worn resting on top of the right pocket. Wing Patch: Sewn 1/2 inch below left shoulder seam and centered on the epaulet. Distance is measured from the top center of the patch.
FLIGHT CAP	Dark blue, male enlisted flight cap. Metal insignia placed on the left side centered, 1 1/2 inches from the leading edge.
BELT	Dark blue with silver buckle and silver belt tip. Worn with tip to the left side of buckle.
SHOES	Low-quarters, black, leather or corfam.
SOCKS	Black.

MALE UTILITY UNIFORM

TROUSERS	BDU.
SHIRT	BDU. Worn with black or brown T-shirt.
INSIGNIA	Collar: Metal CAP cut-outs worn on both sides. Center insignia between top and bottom edges, 1 inch from the front edge of the collar. CAP Tape: Blue with white letters. Sewn centered immediately above the left breast pocket. Name Tape: Blue with white letters. Sewn centered immediately above the right breast pocket. Wing Patch: Sewn 1/2 inch below left shoulder and centered on seam.

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BELT	Dark blue with silver or black buckle. Worn with tip to the left side of buckle. Belt tip must match buckle.
CAP	Baseball cap or BDU cap.
BOOTS	Combat, black, leather or leather/fabric.
SOCKS	Black.

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FEMALE SERVICE UNIFORM (USAF Blue Service Dress Uniform)

SKIRT	Dark blue.
SLACKS	Dark blue.
BLOUSE	Light blue with epaulets.
INSIGNIA	<p>Collar: Metal CAP cut-outs worn on both sides. Center insignia between top and bottom edges, 1 inch from the front edge of the collar, parallel to the top edge of the collar.</p> <p>BLUE CAP ID/Name Plate: Aligned with or up to 1 1/2" above or below the first exposed button on the right side of the blouse.</p> <p>Wing Patch: Sewn 1/2 inch below left shoulder seam and centered on the epaulet. Distance is measured from the top center of the patch.</p>
FLIGHT CAP	Dark blue female enlisted flight cap. Metal insignia placed on the left side centered, 1 1/2 inches from the leading edge.
BELT	Dark blue with silver buckle and silver belt tip. Worn with tip to the right side of buckle.
SHOES	Low-quarters, black, leather or corfam.
HOSE or SOCKS	Neutral shade or black socks.

FEMALE UTILITY UNIFORM

TROUSERS	BDU.
SHIRT	BDU. Worn with black or brown T-shirt.
INSIGNIA	<p>Collar: Metal CAP cut-outs worn on both sides. Center insignia between top and bottom edges, 1 inch from the front edge of the collar.</p> <p>CAP ID Tape: Sewn centered immediately above the left breast pocket.</p> <p>Name Tape: Blue with white letters. Sewn centered immediately above the right breast pocket.</p> <p>Wing Patch: Sewn 1/2 inch below left shoulder and centered on seam.</p>
BELT	Dark blue with silver or black buckle. Worn with tip to the left side of buckle. Belt tip must match buckle.

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CAP	Baseball cap or BDU cap.
BOOTS	Combat, black, leather/fabric.
SOCKS	Black.